

COUNTRY Eastern Europe  
 TOPIC Laerz Airfield

EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT	25X1	
DATE OBTAINED	DATE PREPARED 11 September 1952	
REFERENCES		
PAGES 4	ENCLOSURES (NO. & TYPE)	
REMARKS		

1. The following air activity was observed at Laerz airfield between 30 June and 27 July 1952:

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30 June. Individual local flights were made by 3 or 4 MiG-15 or type-29 planes between 8 and 10 p.m.

1 July. Individual planes made local flights between 8 a.m. and noon.

3 July. It was observed for the first time that the single-engine, low-wing monoplanes had red propeller hubs.

4 July. Flying was practiced between 5:30 a.m. and 5 p.m. in good weather. During the morning, MiG-15 or type-29 planes attacked ground targets near Lake Mueritz. The swept-back jet fighters which had taken off from Laerz airfield flew in elements of two over Lake Mueritz from the north and, after making a sharp left bank over Zielow, approached the target in a steep glide. They left toward the northeast and again attacked the target after banking to the left. There was an interval of 3 minutes between two attacks. Each plane made 5 or 6 attacks. (1) Throughout the day, short bursts of fire were heard from the adjustment stand.

5 July. Individual local flights were made by two swept-back jet fighters during the morning.

7 July. Between 1 and 10 p.m., there was flying by two B-25 planes, one plane towing one air sleeve and the other plane towing two air sleeves side-by-side.

8 July. There was intensive air activity throughout the day in good weather. Firing of air sleeves and ground targets was practiced. Formations of four MiG-15 or type-29 planes fired at ground targets, the planes flying aft of each other at regular intervals. The procedure was the same as on 4 July. Each plane made four or five attacks. (1)

9 July. Between 7:45 a.m. and 3 p.m. and between 6 and 10 p.m., there was the same type training as on 8 July.

10 July. Only light flying activity was observed between 9 a.m. and 7 p.m. although the weather was good.

11 July. Firing at ground targets and at two air sleeves towed by a B-25 plane was practiced.

12 July. In the evening, 41 MiG-15 or type-29 planes, 2 biplanes and 1 single-engine, low-wing monoplane were observed at the field at their usual dispersal areas. Eight MiG-15s formed the alert flight which were parked at the southern end of the runway. (2)

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17 July, [REDACTED]

(3) Aircraft counted at the field included 37 MiG-15 or type-29 planes, 2 biplanes, 2 twin-engine aircraft and 1 single-engine, low-wing monoplane.

18 July. Flying started at 5 p.m. and continued at night.

19 July. At 4 a.m., a jet fighter was heard taking off. Between 6 a.m. and 3 p.m., there was flying at the field and firing at towed sleeve targets.

20 July. At 4:30 p.m., 42 MiG-15 or type-29 planes and 2 biplanes were counted at the field.

24 July, [REDACTED]

(3) One single-engine, low-wing monoplane with a blue propeller hub was also observed at the field.

Between 1 and 5 p.m., eight MiG-15 or type-29 planes took off within four minutes. The formation headed northeast. At 6 p.m., 36 MiG-15 or type-29 planes, 2 biplanes and 1 single-engine, low-wing monoplane were parked at the field, while six MiG-15s approached for a landing.

27 July. Two biplanes and 42 MiG-15 or type-29 planes, including 6 planes of the alert flight, were parked at the field.

2. On 15 July, [REDACTED] six AA guns were at the field one of which was emplaced. The emplaced gun was not covered with a tarpaulin. It had a straight gun shield having an upper edge which was rounded at the corners. All six gun barrels were in a horizontal position and about 10 centimeters off the ground. Thirteen tents were near the gun emplacements. (4)

3. The three new buildings near the flight control building were completed. No information as to their purpose could be obtained. (5) A garage was under construction between the three temporary buildings and the Mirow Canal.

4. On 3 July, 13 railroad tank cars arrived in Laerz. Two of them were dispatched to Dangarten. Another ten tank cars arrived prior to 15 July.

5. [REDACTED] 25X1

6. Work continued on the fence along the southern boundary of Rechling restricted area. The fence extends from the lake, beyond the barrier toward the east and then bends northward.

7. [REDACTED] 25X1

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8. The following observations were made at the field between 17 and 25 July:  
17 July. Between 8 a.m. and 5 p.m., about 30 take-offs were made by swept-back jet fighters. The planes usually flew individually. At 1 p.m., 32 MiG-15 or type-29 planes [redacted] were counted at the field. Additional MiG-15 or type-29 aircraft were aloft and parked at the field. (3)  
18 July. Between 8 and 9 a.m., swept-back jet fighters took off in elements of two.  
19 July. Between 8 a.m. and noon, about 20 MiG-15 or type-29 planes took off in elements of two.  
21 July. About 65 take-offs were made by swept-back jet fighters between 8 a.m. and 5:30 p.m. The planes usually took off individually except for 8 aircraft which took off in elements of two and one formation of about 5 planes.  
22 July. There was little air activity.  
23 July. Between 8 a.m. and 5 p.m., 70 take-offs were made.  
24 July. Only a few flights were made.  
25 July. Between 8 a.m. and 5 p.m., 68 take-offs were made individually and in elements of two.

9. Between 13 and 19 July, the AA guns were still emplaced at the same location as on 10 May. One gun emplacement was just behind the fence between the northern end of the spur track and the point where the fence bends to the north. The other emplacement was in the southern curve of the taxiway. Six guns were observed in each emplacement. (4) 25X1

10. [redacted]

11. The construction of billeting buildings with sloping roofs covered with roofing felt was nearing completion in the settlement at the field. Work was being done by the Neustrelitz Beunton firm. (8) 25X1

12. [redacted]

13. [redacted]

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14. The billeting buildings which were completed at the field were two-story structures. After 22 July, the Laerz-Vietzen road was again open to civilian traffic, while the Retzow-Vietzen road was blocked. (9) More billeting buildings for bachelors were under construction in the Rechlin restricted area which started 300 meters south of Ellerholz railroad station. According to [redacted], Russian dependents including those of cadre personnel are still being returned to the U.S.S.R. (10)

[redacted] Comments.

(1) The ground targets for strafing practices of the two fighter regiments stationed at Laerz airfield are located on the southeastern shore of Lake Mueritz near Klopzow. The way in which the aircraft involved approached the target area may be explained by the location of the airfield with reference to Lake Mueritz. The attacks must be made in a SW-NE direction so as not to disturb air activity over the field. According to available information, the attacks are performed as follows:

- a. Approach in four finger formation.
- b. Change to echelon formation.
- c. The individual aircraft bank sharply to the left and go into a steep glide, the second plane beginning its glide only after the first plane pulled out.
- d. Steep climb.
- e. Assembly in four finger formation.

(2) During the period from 24 May and 15 June, [redacted] reported that about 56 jet planes were stationed at the field. After mid-June, the aircraft were again reduced to their previous strength of about 42. Since this strength appears too low for two regiments it is believed that some aircraft are parked under camouflage, possibly in the woods southeast of the field.

(3) [redacted]

(4) It is believed that two AA gun batteries each of 6 guns are still emplaced at Laerz airfield. The guns are probably 37-mm caliber.

(5) The buildings under construction southeast of the flight control building were previously believed to be hangars. Since they are not identified as hangars after completion they are probably buildings of some other type.

(6) [redacted]

(7) [redacted]

(8) These new billeting buildings are probably required for the newly arrived AAA personnel.

(9) It has not been determined why the Retzow-Vietzen road was blocked. Probably, this measure is to secure the field against observation from that road. Observation from Laerz-Vietzen road has been obstructed by a newly erected board fence. It is possible that the Rechlin restricted area is to be directly connected with the airfield.

(10) The information that Russian dependents are being returned to the U.S.S.R. has been repeatedly reported from other airfields.

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